#### HAH Navigation Channel Condition Status Report - January 15, 2020 US Army Corps of Engineers St. Louis District <u>Mississippi</u> River Mile **Illinois River** Lock and Dam 22 L&D 22 301 80 TW Current = 10.5 ft. TW 1 Wk Forecast = 7.4 ft. RM 273.4 & 241.4 SCHEDULED LOCK CLOSURE TW 2 Wk Forecast = 7.1 t. Both Lock 24 & 25 are closed 24 hours a day from 12/15/19 until Lock and Dam 24 03/31/20 at 1700 TW Current = 21.6 ft. hours. Repairs will L&D 24 273.5 TW 1 Wk Forecast = 19.2 ft TW 2 Wk Forecast = 18.9 ft take place at both locks at the same time. The closure is necessary for miter gate anchorage repairs. Lock and Dam 25 TW Current = 22.2 ft.241.5 ► L&D 25 TW 1 Wk Forecast = 19.8 ft. TW 2 Wk Forecast = 19.3 ft. Grafton Illinois R. Mel Price Locks and Dam TW Current = 19.7 ft 1 Wk Forecast = 14.5 ft ► Mel Price 201 TW 2 Wk Forecast = 12.8 ft. RM 183.2 - BRIDGE CONSTRUCTION Merchants Railroad Bridge: construction work will be conducted outside of the navigation channel on the upstream left descending side of the bridge. For further information, mariners may contact Missouri R. Upper R. Lower R. construction crews at 217-248-9077. Mariners are 184 urged to transit the area with caution Locks 27 St. Louis Gage = 27.1 ft. St. Louis 180 RM 185.4-109.9 CHANNEL CONDITION / SAFETY Stage 1 Wk Forecast = 21.0 ft. Stage 2 Wk Forecast = 18.1 ft. 174.7 The following areas are in the high water watch 173.4 phase IAW the Western Rivers WAP Annex: Zone 26 (RMs 241.3-200.5), Zone 28 (RMs 185.4-160.1) RM 179.2 - BRIDGE MAINTENANCE Douglas MacArthur Bridge; Two suspended 170.5-171.8 <u>167.0-170.0</u> & Zone 29 (RMs 160-109.9). Towing vessels are platforms are located in the center navigation span. Each platform measures 9 feet wide and hang 5 ft advised to favor the center of the channel and 166.0-167.2 proceed at the slowest safe operating speed based on prevailing conditions to minimize wake damage. below low steel. One platform is located 60 ft 161.8-164.7 channelward of the right descending pier and the Down-streaming operations are not recommended unless the vessel is equal to or greater then 75 ft in other platform is located 120 ft channelward of the left descending pier. There are also 3 platforms 155-156.6 length and the vessel has a minimum of 1,800 h.p. I located at various locations in the Illinois span. is recommended that all vessels avoid laying up on Transit with caution levees. Towboat operators should be experienced in high water operations, exercise caution in all Chester passing and meeting situations and be mindful of all Gage = 32.5 ft. Stage 1 Wk Forecast = 25.0 ft. Chester 110 chartered bridge navigational clearances. Fleets are to be monitored at all times. Mariners are requested <u>102-103.3</u> ⊕ Stage 2 Wk Forecast = 22.3 ft. to review anchoring requirements and pre-identified lay-up areas in the event of a river closure or barge RM 104.00 - 100.00 CONSTRUCTION ACTIVITES breakaway. With the anticipation of increased velocity and high water mariners are encouraged to A USACE contractor will be working between RMs 104-100 until further notice. Mariners are asked to ensure that moored vessels and barges are transit any construction areas at their slowest safe adequately secured. Recreation traffic is **76.3** discouraged within this zone. Drift and debris may pose navigation obstructions and may drag buoys off station 57.8-58.8 RM 46.0 - 43.5 - CHANNEL CONDITION / SAFETY ADVISORY Gage = 37.4 ft.Cape G. 52 Stage 1 Wk Forecast = 31.5 ft. The COTP Ohio Valley has issued a Safety **SEMO Port** Stage 2 Wk Forecast = 27.8 ft. Advisory due to extreme high water between approximate Miles 46.0 and 43.5. This advisory will 43.7 remain in effect until river stages fall below 33 feet. 37.1-38.8 It is recommended that vessels do not meet, pass o overtake in this area and that downbound 35.2-36.1 tows should not exceed 140 feet wide during the 26.5-28.3 nighttime hours from sunset to sunrise and that red flag barges should be placed in a protected location within the tow. Vessels should avoid laying up on levees and to assess bridge clearances in advance Mariners are urged to exercise caution, and report navigation obstructions to the U.S. Coast Guard. Gage = 48.9 ft.Stage 1 Wk Forecast = 48.0 ft. Stage 2 Wk Forecast = 36.3 ft. Cairo Ohio R. Probable Dredge Areas Key: Current Construction Location Dredge Dredge ETA River Mile Dredae Anticipated Dredging Locations On: Complete ☆ Groundings 171.0 TBD TBD Potter Δ Dredge Potter 170.0 TBD TBD Potter Dredge Bill $\nabla$ Potter Dredge Goetz Holman 147 7 TBD TBD Very Likely to be Problematic at Low Water 177.5 TBD TBD Potter Problem Resolved/Not Problematic

SEMO Port

Kasky RM 1

Please email comments or suggestions to

mvsnavstatus@usace.army.mil

#### **Dredge Status:**

**Dredge Potter:** Currently Dockside due to High Water

**Dredge Bill Holman:** Currently on hold due to High Water.

#### **Channel Marker Status:**

Be aware that there may be other buoys off station/missing than the ones mentioned in this report. Mariners should use caution.

For ATON or Buoy issues please contact SUMRWaterways@uscg.mil or 319-520-8556.

**Pathfinder:** Dockside over the next week.

#### **Additional Risks / Concerns**

**Navigation Notices** 

**Local Notice to Mariners** 

## Weather

Highs from the mid teens to the upper 50s, lows from the single digits to the low 40s. High probability of snow/ice to the north and rain to the south Friday into Saturday.

Hannibal, MO
St. Louis, MO
Cape Girardeau, MO
Cairo, IL

#### Web Information

For additional River Training Structure information, see the links below:

#### Current Construction

## Recently Completed Construction

For open Regulatory Public Notices, See the link below:

#### **Regulatory Public Notices**

For the most recent channel patrol and pre or post dredge surveys, see the links below:

# **Channel Patrol Surveys**

#### Dredge Surveys

Electronic Navigation charts for the Upper Mississippi River are available online for download or to order at the below link:

# **Electronic Charts**

# **More Status Reports**

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Bill Holman

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Click for older status reports